





### Today's Advertisements.

#### PUBLIC AUCTION OF HOUSEHOLD FURNITURE, &c.

The undersigned has received instructions to sell by PUBLIC AUCTION, ON SATURDAY, the 7th December, 1895, commencing at 2.30 P.M., at his SALON ROOMS, DUNDRELL STREET, (For Sundry Accounts),

#### HOUSEHOLD FURNITURE, &c.

UPHOLSTERED DRAWING-ROOM FURNITURE, REVELLED OVERMANTLES, TABLES, WRITING DESKS, CARPETS, RUGS, CURTAINS, &c. &c. SIDEBOARD with MIRROR BACK, DINING TABLE and CHAIRS, DINNER WAGGONS, ELECTRO-PLATE, GLASS and CROCKERY WARE, &c., PANTRY REQUISITES.

IRON BEDSTEADS and MATTRESSES, SINGLE and DOUBLE WARDROBES, PLAIN and with REVELED GLASS DOORS, MARBLE TOP WASHSTANDS and DRESSING TABLES, FURNITURE and SUNDRY BED-ROOM FURNITURE, &c. &c. BATH-ROOM REQUISITES, &c. &c.

Catalogues issued prior to Sale. On View from FRIDAY, the 6th December. TERMS OF SALE:—As customary.

GEORGE P. LAMBERT, Auctioneer. Hongkong, 3rd December, 1895. [1678]

#### MACAO. THE MACAO. BOA VISTA HOTEL.

No matter how severe the attack, a week's stay at this Hotel is a sure cure for DENGUE FEVER.

#### FIRST-CLASS ACCOMMODATION. EXCELLENT TABLE.

For terms, &c., apply to THE MANAGER. Telegraphic Address:—"BOAVISTA," MACAO. Hongkong, 15th November, 1895. [1512]

#### NIPPON YUSEN KAISHA.

FOR BOMBAY, VIA SINGAPORE AND COLOMBO. (Calling at PENANG (Indo-china office).)

#### THE Company's Steamship

"HIROSHIMA MARU," Captain Andersen, will be despatched as above TO-MORROW, the 4th instant, at Daylight, instead of as previously advised.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 3rd December, 1895. [1655]

#### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. The Company's Steamship

"NAMOA," Captain Hall, will be despatched for the above Port TO-MORROW, the 4th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 3rd December, 1895. [1676]

#### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW. (Taking Cargo and Passengers at through rates for CHINA, TIENTSIN, NEWCHANG, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"CANTON," Captain Sellar, will be despatched as above TO-MORROW, the 4th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 3rd December, 1895. [1679]

#### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO. The Company's Steamship

"THALES," Captain H. Bathurst, will be despatched for the above Ports on THURSDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 3rd December, 1895. [1680]

#### CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA. The Steamship

"FOOCHOW," Captain Blackburn, will be despatched on TUESDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd December, 1895. [1613]

#### CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA. The Steamship

"WOOSUNG," Captain Jones, will be despatched on SUNDAY, the 8th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd December, 1895. [1681]

#### SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE. The Steamship

"TAICHOW," Captain Curtis, will be despatched on TUESDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd December, 1895. [1682]

### Today's Advertisements.

#### THE IMPERIAL-CHINESE TELEGRAPH ADMINISTRATION.

#### NOTICE.

TELEGRAMS FOR EUROPE AND AMERICA are now forwarded (via HELAMP) WITHOUT DELAY. Rate per word to EUROPE (\$2.00) Two Dollars, to NEW YORK (\$2.30) Two Dollars and Thirty Cents. To other Stations in America, &c., rates may be ascertained on application.

WAN HAO, Manager. Hongkong, 3rd December, 1895. [1677]

#### THE SPORTSMAN'S POCKET BOOK.

PUBLISHED AT THE "HONGKONG TELEGRAPH" OFFICE.

PRICE:—\$1.50 PER COPY.

N.B.—This work is a complete record of the most recent Hongkong, Shanghai and Coast Port Race Meetings and, in addition to a good deal of other useful information, contains a revised list of Records Times made on the Shanghai Course, as well as several pages of Sporting Memoranda and a useful index.

Hongkong, 19th October, 1895. [1406]

#### BROWN, JONES & CO.

DEALERS IN ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

#### Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

#### AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SASSAPARILLA. RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager. Hongkong, 3rd Dec. 1895. [1650]

#### THE HONGKONG DISPENSARY

has just received FRESH SUPPLIES OF WHOLESOME CONFECTIONERY AND DELICIOUS SWEETS, of the HIGHEST QUALITY and PURITY.

These include—

CADBURY'S SPECIAL CREMES

PATE D'ABRICOT, JORDAN ALMONDS

CARAMELS, FRALINES.

DESSERT CHOCOLATE, NOUGAT, FRUIT JELLIES, CRYSTALLISED FRUITS, METZ FRUITS, ASSORTED TOFFEE, MIXED BONBONS, FRY'S CHOCOLATES, TANGERINE BISCUITS, ORANGE PASTE, ORANGE ROLLS, &c., &c., &c.

Together with the Latest Novelties in FANCY BOXES, which are very suitable as Seasonable Presents for LADIES and YOUNG PEOPLE.

FRENCH CONFECTIONERY and CONSERVES, in Large Assortment, from the BEST PARISIEN HOUSES.

#### A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841. Hongkong, 30th November, 1895. [1683]

#### BIRTHS.

At No. 14, The Bund, Shanghai, on the 27th of November, the wife of EMIL REIDERS, of a son. At 5, Yuen Ming Yuen Road, Shanghai, on the 27th of November, the wife of F. H. WATKINS, of a daughter.

#### MARRIAGE.

November 27th, at the Cathedral, Shanghai, by the Rev. James Bates, assisted by the Rev. R. C. Hodges, the Rev. W. GILBERT WATKINS, C.M.S., Shanghai, to ELIZABETH, eldest daughter of the late Admiral YOUW, R.N.

#### The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 3, 1895.

#### TELEGRAMS.

#### REUTERS' MESSAGES.

#### TURKEY AND THE POWERS.

LONDON, December 1st. The Sultan is still undecided on the guardship question, and H.M.S. Dryad has rejoined the Squadron at Salonica. The situation is critical.

#### MORE MASSACRES IN ASIA MINOR.

The Kurds are raiding the province of Van and committing horrible atrocities. The entire population of the village of Juralon, numbering two hundred, has been killed.

(Special to China Gazette.)

#### EVACUATION OF LIAOTUNG AND LIUKUNGTAO.

The evacuation of the island of Liukungtao, at Weihaiwei, by the Japanese garrison commences to-day. The artillery who form the garrison of the island will be sent across to Port Arthur, whence they will be sent to Japan with the first contingent of troops from Liaotung.

The evacuation of Liaotung will commence almost immediately, and ought to be completed, if the weather is favourable, by the new year.

#### THE NEW CAPITAL OF FORMOSA.

TOKIO, November 29th. The Japanese Government has decided to remove the Capital of Formosa from the former Chinese seat of government at Taipei to Taiwan, and the Governor-General, Admiral Katsuyama, has already started to transfer his headquarters to the last named place.

(From Japanese papers.)

#### MORE SUSPECTS.

HIROSHIMA, November 29th. Capt. Koinobori, Ensign Miyamoto and another military officer, who have been deported from Korea, arrived at Utsunomiya, and were immediately arrested by military police.

#### A RECALCITRANT MINISTER.

SEOUL, November 29th. The Korean Cabinet, having cast the responsibility for recent events in Seoul upon Mr. Cho, Minister for War, has endeavored to make him resign his post. He has refused to do so.

#### SECRET MOVES.

TOKIO, November 29th. A Seoul telegram states that two officers of the Korean (regular) army have secretly left Korea for Japan. It is also stated that Mr. Li Han-shan, ex-Minister of the Department for Agriculture, and another Korean named Li Gekushin, are at Vladivostok.

#### THE NIPPON YUSEN KAISHA.

TOKIO, November 29th. A dividend will be declared by the Nippon Yusen Kaisha at the rate of 10 per cent. per annum, to which 20 per cent. must be added as profit realised from the transport service, making 30 per cent. in all.

#### ILLNESS OF THE PREMIER.

TOKIO, November 29th. It is reported that Marquis Ito, the Premier, is likely to withdraw his resignation. He is at present suffering from a severe cold, and is confined to his bed. The fever is high.

#### ANOTHER WRECK.

HAOKADATE, November 29th. A sailing vessel named the *Soryo-maru*, while on a return voyage from Sighal, was wrecked off Reihon on the 14th inst. Her crew, numbering twenty-six, were all drowned.

#### THE RETURN OF THE TROOPS.

TOKIO, November 29th. The following official dispatch from Kaimo, under date the 22nd inst., has reached the Government:—

"Viscount Takashima, Vice-Governor-General, has decided to return to Japan by the *Yokohama-maru*."

"The transport *Soya-maru* left Kaimo for Japan this morning with 280 soldiers, this being the last detachment of the Imperial Bodyguard troops."

"The *Inaho-maru* has become a total wreck, having struck on a rock."

#### THE WITHDRAWAL OF TROOPS FROM LIAOTUNG.

TOKIO, November 29th. With regard to the recall of the Japanese troops from the Liaotung-peninsula, it had been intended to withdraw the soldiers from the remotest and coldest districts first, but the Chinese plenipotentiary has asked that Manchuria should be first given up, in order that the Chinese Government may be able to receive the Customs dues enforced at that port.

#### THE FRANCO-JAPANESE TREATY.

TOKIO, November 29th. The negotiations connected with the revision of the Treaty between Japan and France are reported to be making good progress.

#### THE DISPOSAL OF THE INDEMNITY.

TOKIO, November 29th. The Government is now considering the disposal of the 50,000,000 taels paid over in London as part of the war indemnity. It is reported that the Government will first repay the 50,000,000 yen borrowed from the Nippon Ginko, and will replace 50,000,000 yen taken for war expenses from the Imperial reserve fund.

#### "SCRAPPING" IN FORMOSA.

TOKIO, November 29th. According to an official dispatch from Formosa, a detachment of Japanese soldiers were detached recently to a place on the left bank of the Tamsui River, where a "thing" had taken place. A body of about six or seven hundred insurgents was encountered, and as a result of the battle that ensued about thirty were killed and wounded, the casualties on the Japanese side being three men killed and two wounded.

On the 17th inst. the mountain force at Suifu, in the hands of a body of insurgents, were attacked and captured by the Japanese. Twenty of the insurgents were killed, and a sum of 5,000 yuen silver money fell into the hands of the Japanese.

#### THE NEW COMMERCIAL TREATY.

TIENTSIN, November 29th. The Commercial Treaty between China and Japan proceeds slowly. The Japanese proposals had already been laid before the Chinese Plenipotentiary, who, after due consideration, met Mr. Hayashi, the Japanese Plenipotentiary, at the Taung-Hi Yamen, on Tuesday, the 19th inst. The Chinese counter-proposal was placed in Mr. Hayashi's hands, but was not discussed. Some time will probably intervene before the Ministers meet again. We hope to supply our readers in due course with further particulars.—*Peking and Tientsin Times*.

#### LEGAL AND GENERAL.

The Chinese Telegraph Administration is now accepting messages for Europe and America at \$2 and \$2.30 respectively per word. *Vide* adv.

An electric plant, presented by a friend in America and valued at Tls. 2,000, has recently arrived for the lighting of the Peking University buildings.

The German Admiral arrived from Shanghai this morning by the mail steamer *Kathie*, and hoisted his flag on H.I.G.M.S. *Kaiser* this afternoon.

At the Regular Meeting of Zealand Lodge held last night, Bro. D. Macdonald was elected W. M. for the ensuing year, and Bro. G. J. B. Sayer Treasurer.

It is reported from Tientsin, under date the 23rd ult., that the steamer *Scandia*, 2,926 tons, loaded with guns, ammunition, cement, etc., left Singapore on the 15th ultimo for Taku Bar.

M. SPYER, the Russian Minister, formerly at Teheran (Persia), who has been appointed to Seoul, came out from Marseilles on the *Sogah*, and passed through Kobe on the 23rd, bound for Yokohama.

In our next issue we shall have a 'word in season' to say about the enforcement of the Night Pass Regulations respecting which we have received a number of complaints during the past few days.

The *Box of Curios* reports that Mr. Davidson's work on Formosa, "Under Three Flags," is progressing apace. In order to make it complete the scope of the work has been enlarged, and translations of old original Dutch documents will add interest to it and make the history more complete and authentic.

The crusade against offences under the Lights and Pass regulations for the Chinese still continues. Yesterday morning nearly 250 Chinese were charged at the Magistracy, and this morning nearly two hundred more were haled up for the same reason. The pass desks in the Police Station were surrounded all day with applicants for the requisite forms, which were being issued as fast as the identity of the applicants could be satisfactorily established.

REPLYING to our leader of the 25th ultimo, the *China Gazette* says:—"Hongkong has been electrified by the mandate of Mr. Hugh McCullum, Secretary of the moribund Sanitary Board, to the effect that every Inspector of Nuisances is to forthwith commence the study of Chinese, providing his own teacher! The Inspectors are mostly elderly men, miserably paid, with long years of service, and it is obvious that they are anything but likely men to enter upon this engaging and exciting course of study. And our Shanghai contemporary is quite right. The Inspectors of Nuisances are not 'likely men to enter upon this engaging and exciting course of study,' but if they do it should not be done at their own expense."

JAMES DALY, pugilist "Jim" Corbett's sparring partner, arrived at Hot Springs on the 3rd ult. and made the following announcement:—"Corbett has decided to quit the ring for good and all. He is sick and tired of boxing, and his last experience has soured him entirely. Corbett never wanted to make the match, but was forced to it. Corbett trained till November 3rd, spending \$14,000 in actual cash. He had four hand-ball courts built at various training quarters, rented the opera house at Little Rock, hired an entire hotel at Spring Lake, a few miles out of Hot Springs, and paid the wages and expenses of his party. He even paid for the construction of a ring at Watlington Park, \$100." This sounds rather peculiar in view of the fact that had Fitz really meant business the fight might long ago have been "pulled off" in private. But Corbett is a rich man while Fitz is pretty hard up and is, of course, as much, if not more, interested in making money out of the "scrap" than knocking out the doughy Yankee.

In these *fin de siècle* days the advisability of life-insurance has ceased to be a vexed question. Every shrewd man with others dependent upon his labours takes out a policy to ensure comfort to his family in the event of his death. The only question which remains to be settled is, in which of the many companies to insure? In order to thoroughly enlighten intending investors, the Equitable Life Assurance Company of the United States has issued a brochure entitled "Satisfied" in which the results of policies matured under the Tontine System is given. This evidence is in the form of one hundred letters, which we are told are not selected cases, in which policy-holders express their satisfaction with the actual results of their policies. The Equitable claims that no other company can produce a like record, and invites the fullest investigation and comparison. It further states that it has ceased giving estimates and is now content to be judged by what has actually been achieved by the Society. In addition, the Equitable has always made a feature of promptitude in paying death claims, they holding that it is just after death that there is the most need of funds, and that the sums they agree to pay should be delivered as soon as proof of death is presented. With these principles and the results recorded in the brochure, the success achieved by the Company since its establishment in the East seems to be indisputable. Further particulars may be had on application to the agents to be found in nearly every post in the Far East.

#### THE Peking and Tientsin Times of the 23rd ultimo and the Shanghai papers received by the "Empress" liner to-day contain the full text of the 11th Convention Convention, which was first published in this Colony by the Hongkong Telegraph on Saturday last!

A Government Gazette Extraordinary issued this afternoon notifies that Capt. R. M. Ramsey, R.N., resumed duty here as Harbour Master on the 1st instant, and further that Capt. W. C. H. Hastings has been appointed an Official Member of the Legislative Council *vice* the Hon. F. H. May, C.M.G., who is absent on leave.

It may be taken as a sure indication of the growing prosperity of Tientsin, says the *China Gazette*, that the Chartered Bank of India, Australia and China is shortly opening a branch there. The new agency will be in charge of Mr. T. Samson, who was recently Acting Manager at Hongkong in the absence of Hon. T. H. Whitehead.

At Rotterdam on the 6th ultimo, the Court which has been taking testimony in the case of the North German Lloyd steamer *Elbe*, sunk in collision with the British steamer *Crathie*, of Aberdeen, on January 31st of the current year, involving a loss of 335 lives, has rendered a final decision, holding the *Crathie* wholly responsible for the disaster, and condemning her owners to pay the North German Lloyd Company's claims for the total loss of the *Elbe*, with interest at 6 per cent. and ordering the sequestration of the *Crathie* pending payment.

PROFESSOR LOISELLE spoke for an hour to about 200 people in the Theatre last night. His subject was MEMORY. He didn't tell us how to remember, but said lots about the lower animals and idiots and the fellow who could recite the whole of the Holy Bible, and finally offered to teach every man, woman and child present how to remember for ever and ever for the paltry sum of \$47. Then he took up his snow-white pocket-handkerchief, wiped his cherry-coloured lips and bowed himself off the stage amidst the loud laughter of the audience, who seemed to think it was great fun, although one and all appeared to be of the opinion that the Professor had helped them to remember only one thing for the rest of their days—Loisel's \$3 lecture on memory! We don't remember one of the Professor's anecdotes, but we shan't forget him; he looked such a jolly old chap, and he talked so fast and so much without revealing his secret, which is—"to be given in our next" don'tcher know.

A TELEGRAM has been received from San Francisco, dated the 27th ult., stating that the *Mercury* of the 27th ult., after its arrival from San Francisco, has been forwarded to us by the Colonial Secretary for publication:—

Hongkong. Downing Street, 26th October, 1895. No. 258.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 267 of 24th August last, regarding the military contribution of the Colony, and the cost of construction of the new Barracks.

With reference to the inclusion in the Hongkong revenue of certain receipts which are of a municipal character, and are not included in the general Revenue of the Straits Settlements, because municipalities exist in that Colony, I have in the first place to point out to you that the municipal revenues at the Straits Settlements are only about 20 per cent. of the gross revenues (general and municipal), and that for the sake of comparison between the two Colonies I could not regard as "municipal" several of the items specified in the second enclosure to your despatch under acknowledgment which altogether amount to over 30 per cent. of the Revenue. For instance, Pawnbrokers' Licences and Spirit Licences form part of the general, not the municipal revenue, in the Straits Settlements. In that Colony also the municipalities contribute about \$75,000 to the General Revenue for Police purposes, while the municipal was in the only district in the second enclosure to your despatch under acknowledgment which altogether amount to over 30 per cent. of the Revenue. For instance, Pawnbrokers' Licences and Spirit Licences form part of the general, not the municipal revenue, in the Straits Settlements. In that Colony also the municipalities contribute about \$75,000 to the General Revenue for Police purposes, while the municipal was in the only district in the second enclosure to your despatch under acknowledgment which altogether amount to over 30 per cent. of the Revenue. For instance, Pawnbrokers' Licences and Spirit Licences form part of the general, not the municipal revenue, in the Straits Settlements. 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## THE "EDGAR" CALAMITY.

## DETAILS OF THE ACCIDENT.

The following interesting details are taken from the *Shanghai Mercury* of 29th ult.:

The details of the sad disaster which occurred at Chemulpo on the 13th inst., by the sinking of a platoon of H.M.S. *Edgar*, and the consequent drowning of forty-eight men, were brought to Shanghai by the Russian gunboat *Gremyatsky* this morning. The *Gremyatsky* was lying off Rose Island when the accident occurred and witnessed the sad affair, the struggles of the sailors trying vainly to swim against a strong current to reach the various men-of-war. Fortunately, the sinking of the boat was also witnessed by those on watch on the other men-of-war, and united efforts were promptly made to assist the sailors struggling in the water. It appears that on the morning of the 13th instant, a number of sailors were landed on Rose Island, which lies in front of Chemulpo Point, for gunnery drill. The weather was quite fine at the time, though a strong wind was blowing from the North-west. At half-past one, one party of the sailors, numbering 71 men and six officers, put off in a large sixteen-oared open pinnace to return to the *Edgar*. At this time the water was very rough, the tide meeting, and a strong wind blowing; it was also very cold, the thermometer registering eight degrees. Lying about eight cable lengths from the point of Rose Island, exactly opposite, was the French cruiser *Wendelmur*, which was the first to see the boat, and immediately signalled the *Edgar* to return. The boat was blowing from the North-west, and the tide meeting, and the wind was too strong, the water too rough and there was a five-knot current running, consequently the sail was dropped. Whilst this was being done, the boat took a quantity of water on board. This impeded the progress of the boat, it being so heavily laden, and suddenly a wave broke over the boat and it filled immediately and sank at three cable distances from the point it had put off from. The boat sank about six cables north of the Russian gunboat *Korymbos*, and at about three cables south of this vessel was the *Edgar*. Thus the *Korymbos* was directly in the *Edgar's* line of sight of the accident and those on board the latter vessel failed to see the boat sink. About midway between the *Korymbos* and *Edgar*, a few cables eastward, was the *Gremyatsky*, and three cables south of her was the *Yorktown*. Thus the accident occurred between the *Edgar* and the *Gremyatsky*, immediately on the disaster taking place those on watch on the *Alger* and *Gremyatsky* raised the alarm, which the other vessels promptly took up. The first boat to get the scene was the steam launch of the *Gremyatsky*, fortunately lying handy with steam up. Ensign Alexis Wessilago was in charge of this launch and he succeeded in saving five officers and nine sailors. The officers were floating on the oars, and four sailors were saved whilst clinging to an empty barrel which fortunately lay in the water. The *Alger* sent an open launch and picked up an officer and eight sailors, but her steam-launch was at Chemulpo. The *Yorktown*, U. S. cruiser, sent a steam-launch and the *Korymbos* sent a boat and assisted in the saving altogether of twenty-three men. Sadly enough the *Edgar*, being unable to see the disaster, was the last to leave a boat, and unfortunately her steam launch was on shore. The cause of the accident is attributed to the fact that the boat was too heavily laden, considering the sea was so rough. One of the men saved by the *Alger* afterwards died on board from exposure, as the weather was exceedingly cold. The *Edgar* sent down divers to recover any bodies, guns and the launch, but when the *Gremyatsky* left nothing had been brought up. The boat sank in seven fathoms of water. The officers and crews of the various vessels on the scene sent expressions of sympathy.

## NEWS IN ADVANCE OF THE FRENCH MAIL.

LONDON, November 2nd.

The general opinion expressed in official circles here is that if the European Powers tide over the present crisis without coming to hand knocks in some part of the world it will be a matter for sincere congratulation and a decided triumph for the diplomacy of a peace-seeking nation.

Naturally, in view of the alarming rumours circulating everywhere, the European bourses have been badly affected, and as a result there has been a general "slump" in international securities. The newspapers here are trying to put on a bold front in the face of a situation which is labelled "dangerous" by even the most conservative organs, but there is no getting away from the fact that Great Britain is more than likely to find herself in a state of freezing isolation. In the Far East her diplomats have been boldly and cleverly out-manoeuvred by those of Russia; and in the Armenian question it is feared that Russia and France are more than prepared to leave her in the lurch when it suits them.

Regarding the situation in the Far East, in the highest political circles in England, as well as among the European powers generally, no doubt exists that extensive concessions in Manchuria have been made by China to Russia.

Madagascar, too, promises to open up a troublesome problem in the near future in view of the nature of the French protectorate which is framed so as to relieve the French Government of any liability for the debts to any foreign creditor contracted by Madagascar.

The *Standard*, referring to Madagascar, says:—

"It seems probable that France's new acquisition will cause great troubles in Europe."

The steady and old-established *Saturday Review* takes an alarming view of the Eastern situation, saying:—"We are face to face with the fact that Russia intends to seize as much of Northeastern China as she can annihilate, while France is resolved to extend her empire from Siam into South-west China, and this division of territory we cannot allow."

Nearly all the English newspapers refer seriously to the political crisis, and the apparent isolation of Great Britain and the policy pursued by Russia in the Far East, as well as the future steps France may take. People here are gradually becoming convinced that British diplomacy has been outmanoeuvred by Russia, and that in spite of the denials the latter country has obtained important concessions from China and is prepared to stop at nothing to compel the Japanese to evacuate Chinese territory, in accordance with the terms of the treaty of peace. The *St. James Gazette* says:—"It is as much as we are anxious not to lose time in getting our naval and military armaments in as complete a state of efficiency as the circumstances will allow."

BERLIN, November 2nd.

The attacks which have been made upon England in the *Telegraph* press of St. Petersburg are cordially echoed here. The notion is current that the aim of England is to paralyze the policy of Russia in Eastern Asia by recognizing the Turkish question. The German Government does not doubt for a moment that Russia has obtained extensive concessions in the Chinese territory of Manchuria, but with all the consular European powers, Germany does not regret that it is really placed. Russia has forced a field

## TARIFF CONVENTION BETWEEN GREAT BRITAIN AND JAPAN.

YOKOHAMA, Nov. 22nd.

The Supplementary Convention, provided for in the Revised Treaty between Great Britain and Japan, having been concluded and ratified, the ratifications were exchanged yesterday at the Foreign Office in Tokyo, their Excellencies Marquis Salomon and Sir Ernest Satow representing the High Contracting Parties. It will be remembered that the purpose of this Supplementary Convention, as defined in the Protocol to the Treaty, was to convert the *ad valorem* duties mentioned in the new Tariff into specific duties, as far as possible, the basis for such conversion being the medium prices, as shown by the Japanese Customs Returns during the six calendar months preceding the date of the protocol, together with the cost of insurance and transportation from the place of production, purchase or fabrication to the port of discharge, as well as the commission, if any. The Convention was to have been concluded before the 15th of January in the present year—that is to say, within six months from the date of the Protocol—but it has been found impossible to finish the work in that time, owing to the immense increase of abnormal functions devolving on the Japanese Foreign Office in connection with the war, an extension of time until July 15th of the present year was agreed upon. The Convention having been concluded by that date, was duly ratified, and the ratified document having arrived from England on the 14th inst., ratifications were exchanged on the 22nd. It may be mentioned that the final settlement of this question will promote the progress of the negotiations now going on with other European Powers.—*Yokohama Mail*.

## CONCENTRATION IN Peking.

SHANGHAI, November 29th.

Changes of some importance are being carried out in Peking in the name of the Emperor. The power of the Tzungli Yamen, which has been seriously curtailed, and the Ministry of War, which is already assuming charge of the provincial arsenals from the Viceroy's previously concerned, is also to take charge of the foreign relations of China in all important matters. It will also have control of the main railways which are to be built sooner or later; in fact, this Board of Six, or *Tzu-pai-shan-wu-ch'ia* (督辦軍務處), proposes to supersede the Grand Council, and be the great administrative board of the Empire. Its present members are Prince Kung, the *Tzu-pai* or President, the sixth and only surviving son of the Emperor Tao Kuang; Prince Li, *Hsiang-shan* or Co-President, chief of one of the eight "iron-capped" families, which helped to conquer China in the middle of the 17th century; Wang Tung-ho (Chinese), President of the Board of Revenue; Li Hsiang-shan (Chinese), President of the Board of War; Hui Fu (Chinese), President of the Board of Rites; and Jung Lu (Manchu), Commander of the Peking Gendarmerie, and now the principal favourite of the Emperor, not even excepting Kang Yi, ex-Governor of Kuangtung. It will be noticed that all these changes seem to be aimed at the concentration of power in the hands of a few hands, and it is not surprising that there is no single member of this Board who has any acquaintance with foreign affairs, except Prince Kung, who is past active work of any kind.—*N. C. Daily News*.

## DIABOLICAL ATTEMPT TO SCUTTLE A STEAMER.

SHANGHAI, November 29th.

Two Nippon men, boatman and carpenter respectively of the China Navigation Co.'s steamer *Whampoa*, Captain Goodall, were charged in the Mixed Court this morning, before the Magistrate and Mr. Scott, (British Assessor), with maliciously and wilfully damaging a water-pipe in the hold of the said steamer, thereby causing damage to the ship and cargo to the extent of £1,000, at sea, between Newchwang and Shanghai, and it was found that a warrant issued by the British Consul at Newchwang to the 13th inst. when the ship was in the position mentioned, he caused the ballast tank to be filled. The after-hold was closed and the prisoners were the last on board who were in that hold before it was batted down. Shortly before they left it the chief officer was down there and everything was in perfect order. Some hours later, by the most recent accident, the hold was opened again, when three feet of water was found, and a large quantity of the cargo spoiled. Subsequently a water-pipe leading from the ballast tank to the hold was found to have a large hole in it through which the water was pouring out, and a crowbar, discovered lying close by, was found to fit exactly into the cut. There could be no doubt that the hole had been made with the crowbar. The damaged section of the pipe and the crowbar were exhibited to the Magistrate, who expressed himself satisfied that the hole had been cut with the bar. The prisoners did not deny the charge.

## THE COLONIES AND THE NAVY.

## HERR VON BRANDT.

Our Tientsin correspondent, writing on the 25th says:—"You will find some news in the *Peking and Tientsin Times* about Herr von Brandt, which I gave to you some time since. Herr von Brandt comes here as Chief Commissioner of Trade, and you will, no doubt, understand what that means."

The *Peking and Tientsin Times* referring to Herr von Brandt says, under the heading of "The Situation":—

There can be no doubt that Germany is prepared to utilize the situation for furthering her commercial interests on a grand scale. The prime mover of the German Commercial Commission, in we hear, a gentleman of very high rank and great diplomatic ability. We allude to the statement that His Excellency Herr von Brandt has accepted the post of Commercial Ambassador or *San Tai Zi-tzu*. We are not able to define his Excellency's position clearly, but the very fact of his appointment and acceptance shows that the "commercial and industrial situation" is considered to be of gigantic importance. There are symptoms, going to take the "reform enterprise," to which we have frequently alluded in former issues, their business will be to startle the Chinese into a long time to come, but, as a consequence of her late experiences, and the further evolution of ideas formerly incalculated on her mind by Western men of business, a desire has sprung up to be able to manufacture her own raw material by machinery, and to design and construct for herself all materials and mechanical appliances for peace and war requirements.

To create and develop this progressive principle in the Chinese nature with a view to the main object of the German enterprise, the pioneers of which, we hear, are at present proposing industrial enterprises of great magnitude to the Chinese government.

At the banquet held in the Gordon Hall on the occasion of Herr von Brandt's departure, it was justly remarked that he had done all in his power to promote the trading interests of his country in East, and we are therefore not at all surprised that he has given up his *altum cum dignitate* in order to lead a bustling hand on the efforts of a long and highly useful career.—*Mercury*.

## THE COLONIES AND THE NAVY.

Victoria, B.C., Nov. 6th.

The obligation of the British colonies to bear a share of the burden of the defence of the Empire has been discussed with considerable warmth of late both in the Mother Country and the colonies. The reasonableness of the colonies being required to aid in maintaining the Navy has been insisted upon by many of the disponents. This has been acquiesced in on the part of the colonies, but it is contended that if Great Britain's dependencies agree to pay a share of the expense of maintaining the navy, proportionately to, say, their population, it follows that they must be allowed a voice in deciding upon the disposition of the fleet in times of peace and in times of war. To this exception is taken by some Imperialists, of whom the *London Times* is the mouthpiece. The *Times* says, in effect: Great Britain "in order to protect her commerce must be supreme on the ocean. To insure this supremacy, if she did not possess a single colony in any part of the world, she must maintain a fleet superior to that of any other nation. If that fleet protect the colonies as well as the mercantile marines of the Empire, very good. That is an incidental consequence. The main object of the navy—the reason for its existence—is to protect the commerce of the nation. In order to do this effectively she must have full control of the navy. She cannot afford to divide that control with the colonies. If the colonies see fit, as a return for the protection they receive, in some way to increase the naval strength of the Empire, or to contribute towards the maintenance of the navy, they are at liberty to do so, but the sole control of the fleet must remain with the parent country. The *Times* states, or rather repeats, its position very clearly in an article on "The Colonies and the Navy" in its issue of October 10th. Discussing a letter written by Lieutenant W. E. Cretchley, the Secretary of the Navy League, which had been published in its columns, the *Times* says:—

So far as the efforts of the League are directed to the stirring up of a more active sense in the colonies of the Imperial interests represented and protected by the Imperial Navy, and to the diffusion of sound views as to the nature and condition of naval supremacy and its relation to Imperial defence, they are, in our judgment, entirely to be commended and supported by every patriotic Englishman. But the question of the relation of the colonies to the navy is not yet divided of all its difficulties and dangers, and perhaps it may not be out of season at this juncture to utter a word of caution on the subject. In the first place, we may repeat what we said on Tuesday, that it must be clearly and without hesitation admitted that adequate naval defence of the United Kingdom and its wide-worldwide commerce involves the defence of the colonies as well as, in fact, the maritime defence of the colonies is a by-product of that naval supremacy which is vital to our very existence as a nation. We can for this reason give no support whatever to any appeal to colonial sentiment and opinion which is founded directly or indirectly on the supposed requirements of local maritime defence. We therefore regret to find in publications of the League some disposition to treat the matter from this point of view. On no condition can the Imperial Government, constituted as it is at present, admit the colonies to a share in the control and disposition of the naval forces of the Crown. A Federation of the Empire, if it could be accomplished, would, of course, involve the transformation of the Imperial navy into a Federal navy, controlled by a Federal Council, and the Government of the United Kingdom would surrender any portion of the control it exercises at present over the naval forces of the Crown.

This is reasonable, and we do not think that fault will be found with the position taken by the *Times* by colonies in any part of the Empire. But it is beginning to appear that there are many thoughtful men in both Great Britain and the colonies who are convinced that the colonial relation as it at present exists cannot last much longer. They hope that the change, when it does come, will result in drawing the Mother Country and the Colonies closer together, and in making the colonies closer to the United Kingdom in fact than in name. This change of relation will, however, many other changes, the representation of the colonies in the Council of the Empire being one of them, and participation in the control of the Navy, as the *Times* indicates, another.—*Phyllis Collins*.

## NEWS BY THE CANADIAN MAIL.

The Canadian Pacific Co.'s steamship *Empress of Japan*, Capt. G. A. Lee, R.N.R., with the Canadian mail of November 24th, arrived from Vancouver, via Japanese ports of call and Shanghai this morning. We are indebted to our Vancouver and Victoria exchanges for the following telegram:—

WASHINGTON, November 6th.

Great interest was manifested here in the legislative elections throughout the country, as they will materially affect the control of the United States Senate. Up to today the standing in the Senate was as follows:—Republicans, 41; Democrats, 39; Populists, 6; vacant, democratic, 1.—Total, 88.—As the result of today's elections the Democrats will lose and the Republicans will gain 5 Senators from Maryland and from Ohio near-certainly. The other eight elections do not appear to affect the standing of the Senate, as Kentucky and Mississippi remain democratic, the latter certainly and the former probably, while Iowa continues republican.

The returns from New York and New Jersey indicate republican gains. These legislatures do not elect United States Senators this year, but, as part of the legislature holds over, the present election is important in influencing those who will elect successors to Senator Hill of New York, and Senator Smith, of New Jersey, whose terms expire March 4, 1897.

SAN FRANCISCO, November 6th.

Lord Sholto Douglas is to be horse-whipped. He has been unfortunate enough to arouse the ire of his mother-in-law, Mrs. Addis, of Oakland, and she gives notice that she will start for Los Angeles early next week with the intention of teaching his lordship a lesson. Lord Sholto will soon learn what it is to have an American woman—his wife—on his trail. Mrs. Addis is a boxom woman, with a will of her own. His lordship has dared to defy the will of his mother-in-law. Not only that, but she says that he has insulted her, and now she is going to teach him some American manners. Lord Sholto, in a letter to his mother-in-law a few days ago, had courage enough to inform her that when he married her daughter he did not marry the whole family. He suggested that he was fully able to manage his wife, and that he would be extremely sorry if he had never laid eyes on any of his Oakland relatives. In other words, he told his mother-in-law to mind her own business, and that hereafter he would brook no interference on her part.

In an interview to-day Mrs. Addis said:—"I am going to leave for Los Angeles during the early part of the week for the purpose of horse-whipping him. That is what I am going to do. I propose to teach this young man a lesson. Never fear, you will hear from me in a week. He cannot take my daughter away from me, and then send her out to make a living for him. I do not want to break up a family, but I propose to manage my daughter myself. What does Lord Sholto know about the theatrical business? Why, nothing. He is ruining my daughter's future, and I do not propose to allow it to go on any longer. Well, I have made up my mind to go to Los Angeles and settle the whole business. Just as soon as I can I will go to the police court and I will start South. I will make Lord Sholto toe the mark, or I will know the reason why. He needs a good horse-whipping, and he is going to get it. The idea of this titled young man sending me word that he didn't want any interference on my part. Who raised this girl? Who paid for her education? I did, and I guess I will have something to say about managing her."

LONDON, November 6th.

The publication by the *London Times* of a three and half column extract from a pamphlet which Lord Dunsany is just issuing as a reply to the report of the American Cup Committee, has caused a renewal of the American talk in all circles, which began after the withdrawal of the *Valkyrie* III. from the contents for the America's Cup this year. The pamphlet is regarded by the British press as being a complete vindication of Lord Dunsany, and as an unanswerable indictment of the Americans. The serious part of the publication is the fact that Lord Dunsany, in a month's consideration, records his deliberate opinion that he was the victim of foul play, for this is the essence of his statement regarding the measurements. Naturally, therefore, the press comments this afternoon are very unpleasant reading to Americans. The *Globe*, for instance, says it trusts the Americans will never again defend the Cup against an English sportsman "until they more fully appreciate the ethics of sport." The *Pall Mall Gazette* says:—"If there is ever to be any more international yacht racing, the New York Yacht Club must cooperate with the world beyond suspicion of partiality. That Lord Dunsany's accusations of foul play are not founded on fact."

November 11th.

The Kaiser contemplates erecting an imposing monument to Prince Bismarck at the entrance of the great Kiel canal at Hollenau.

The *Intelligencer* asserts that the French government is about to re-open the question of the Panama Canal scandal, and that it will prosecute a prominent member of parliament in connection with it.

It is reported on trustworthy authority that the Carina of Russia is now in a very critical condition. The danger of death is from the shock of a Caesarian operation.

WASHINGTON, November 11th.

Excitement prevails in Venezuela, resulting from the British demands. The Caracas papers are full of reports that the prevailing sentiment is for immediate war preparations, although conservative journals urge moderation. The British ultimatum had not been received up to the time of the publication of the papers received.

Minister Andrade is about to publish a 300 page pamphlet giving exhaustive information on the British Venezuelan boundary contention. The pamphlet will make its appearance about the end of the month, and will contain the official correspondence on the subject, with maps and complete data.

SAN FRANCISCO, November 11th.

A call special from Paris, Brazil, says: The governor has received peremptory orders from Rio de Janeiro not to permit any English forces to cross the national territory, and if necessary repel them by force. He has been advised that reinforcements are coming. Soldiers have been sent towards the missions to head off the English already in the Country.

WILL EXPEL DUNSMITH.

NEW YORK, Nov. 11th.

There is talk among the members of the N. Y. Yacht Club of expelling Lord Dunsany from the club, of which he is an honorary member. Among those who have expressed themselves in favor of charges being preferred against him, if he does not immediately resign, are J. V. Bouvier, P. H. Halsey, Mr. Dunsany, Mr. Clark, of Clark, Dodge & Co., (who was a member of a former yacht syndicate), and H. J. Nicholas. Commodore Smith said that he did not know whether Mr. Iselin has demanded that the cap and regatta committees of the N. Y. Yacht Club should make an investigation of Lord Dunsany's charge, but he had no doubt he would take some action.

Members of the club say it is not necessary to prefer charges against Lord Dunsany in order to expel him from the honorary membership.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## SUMMARY JURISDICTION.

(Before His Honour Mr. Justice Whit.)

December 3rd.

SUI HEUNG CHUEN v. HO HING.

JUDGMENT.

His lordship this morning delivered judgment in this case, which had been before the court for hearing some time ago. Mr. C. D. Williams appeared for the plaintiffs and Mr. H. L. Dennis for the defendant.

This suit was brought to obtain the value of certain clothing which was alleged to be held by the plaintiff as executor and executrix for an estate. About May 22nd of last year, the plaintiff became payable payable, and decided to go away from the Colony. She entrusted a lot of clothes to the safe keeping of the defendant, who took them to Macao. The plaintiff saved a list of the clothing was made out, and stamped by the defendant. This is denied by the defendant. The clothes were returned to the plaintiff, and brought them to Hongkong. The plaintiff claim that the boxes were opened in the presence of the defendant, and clothing valued at \$870 were found missing. This is the amount claimed. The defendant states that the boxes were opened before he was present, and the clothing abstracted. His lordship, after carefully reviewing the evidence founds there was nothing to prove that the defendant abstracted the clothing, and that, if any was lost, it was not his fault, as he delivered the goods in proper form to the agent of the plaintiff. Consequently he gave judgment for the defendant, with costs.

On the side issue of ownership, his lordship was of the opinion that the clothing did not belong to the estate, as claimed, but was the private property of the plaintiff.

THE FOLLOWING CASE WAS FIXED FOR THE DATE MENTIONED:

Wednesday, December 4th.

2054—Wing Cheung Lung v. Ching Yuet Ting ..... 160/61

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*Evandale*) to-morrow.

Indian (*Lightning*) 7th inst.

American (*Perry*) 8th inst.

English (*Kaiser-i-Hind*) 18th inst.

THE F. & O. S. N. Co.'s steamer *Bombay*, from China, arrived at London yesterday morning.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Marla Telsin ..... steamer, from Saigon.

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## Shipping.

## STEAMERS.

FOR KOBE (DIRECT).  
THE Steamship  
"PROGRESS"  
Captain P. Brandt, will be despatched for the above Port TO-MORROW, the 4th instant, at 6 A.M.  
For Freight, apply to  
SIEMSEN & Co.  
Hongkong, 3rd December, 1895. [1669]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.  
THE Steamship  
"HOIHOW,"  
will be despatched TO-MORROW, the 4th December.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 30th November, 1895. [1661]

NIPPON YUSEN KAISHA.  
FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO, NAGASAKI AND KOREAN PORTS.  
THE Company's Steamship  
"SAGAMI MARU,"  
Captain M. Curran, will be despatched as above on THURSDAY, the 6th December, at Daylight.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 30th November, 1895. [1654]

NAVIGAZIONE GENERALE ITALIANA.  
(FLORENCE & RUDOLPH VON KUNENBERG).  
STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connexion with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.  
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALAO.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD.  
ALSO  
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.  
THE Steamship  
"BISAGNO,"  
Captain Doderio, will be despatched as above on FRIDAY, the 5th instant, at Noon.  
At BOMBAY the Steamers are discharging in VICTORIA DOCK.  
For Further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 2nd December, 1895. [1666]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).  
STEAM FOR  
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE AND GENOA.  
Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS, also to NATAL, EAST LONDON, PORT ELIZABETH AND CAPE TOWN.  
THE Company's Steamship  
"MARIA VALERIE,"  
Captain A. Feller, will be despatched as above on or about SATURDAY, the 7th instant.  
Cargo will not be received on board after 3 P.M. prior to date of sailing.  
For further information as to Passage and Freight, apply to  
SANDER & Co., Agents.  
Hongkong, 2nd December, 1895. [1536]

"SHIRE" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
(To follow the Steamers Strathclyde and Gungahly).  
THE Steamship  
"MONMOUTHSHIRE,"  
Captain Evans, will be despatched for the above Port on or about TUESDAY, the 10th December.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co., Agents.  
Hongkong, 12th November, 1895. [1223]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"TELMON,"  
Captain T. Purdy, will be despatched as above on WEDNESDAY, the 12th December.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 29th November, 1895. [1668]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship  
"ULYSSES,"  
Captain Lapeze, will be despatched as above on THURSDAY, the 13th December.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 25th November, 1895. [1630]

"BEN" LINE OF STEAMERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
(To follow the Steamers Strathclyde, Gungahly and Monmouthshire).  
THE Steamship  
"BENGLOE,"  
Captain Thomson, will be despatched for the above Port on or about MONDAY, the 23rd December.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 19th November, 1895. [1577]

FOR NEW YORK AND NEW ORLEANS, VIA SUEZ CANAL.  
THE Steamship  
"TEVIOTDALE,"  
Captain Gordon, shortly expected, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN & Co., Agents.  
Hongkong, 4th November, 1895. [1185]

## Intimations.

## THE KEY-NOTE STRUCK

BY  
WATKINS

## TOP NOTE PRODUCERS.

(VOCAL LOZENGE.)

AND

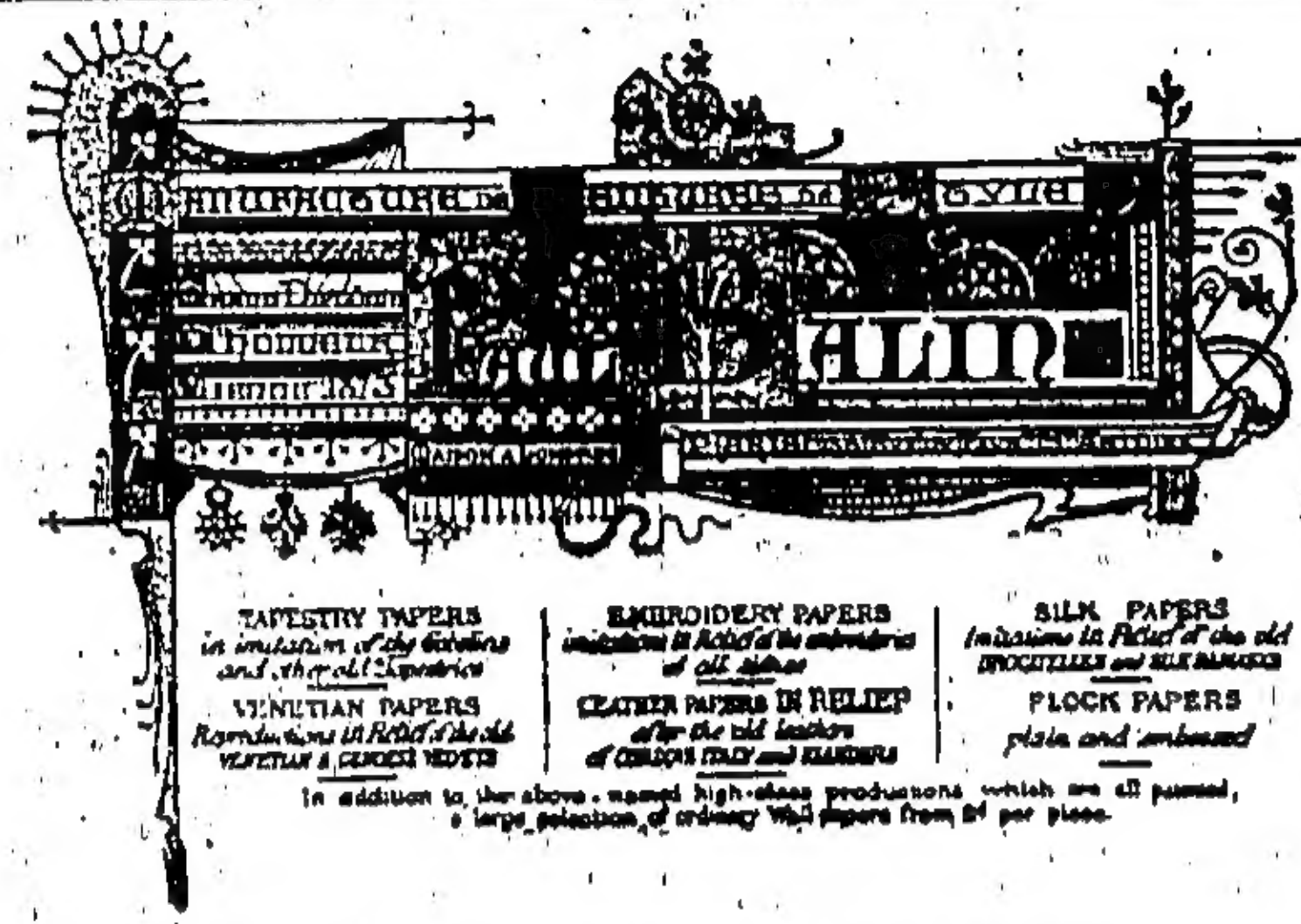
## BALSAMIC COUGH LINCTUS.

## CURES COUGHS AND SORE THROATS.

WATKINS &amp; CO.,

APOTHECARIES (HALL, 66, Queen's Road Central.

51]



Apply to JOHN D. HUTCHISON, Esq., Hongkong, Agents for M. OPPENHEIMER &amp; Co., Paris.

## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY.  
FOR YOKOHAMA AND KOBE.THE Steamship  
"DEVONHURST,"  
Captain J. D. Reese, will be despatched on THURSDAY, the 6th December.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 30th November, 1895. [1662]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"GUTHRIE,"  
Captain McArthur, will be despatched for the above Ports on SATURDAY, the 7th December, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.  
A Stewardess and a duly qualified Surgeon are carried.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Managers.  
Hongkong, 25th November, 1895. [1631]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship  
"CHELYDRA,"  
Captain R. Cass, will be despatched as above on THURSDAY, the 5th December, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., General Managers.  
Hongkong, 30th November, 1895. [1632]

"SHELL" LINE OF STEAMERS.  
FOR LONDON AND HAMBURG.  
THE Company's Steamship  
"EUPLECTELA,"  
Captain F. Morris, will be despatched as above on or about the 7th December.  
For Freight, apply to  
ARNHOLD, KARBURG & Co., Agents.  
Hongkong, 26th November, 1895. [1533]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, SAMARANG AND SOERABAYA.  
THE Steamship  
"FOOCHOW,"  
will be despatched on SATURDAY, the 7th December.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 22nd November, 1895. [1613]

"BEN" LINE OF STEAMERS.  
FOR LONDON, VIA SUEZ CANAL.  
THE Steamship  
"BENLAWERS,"  
Captain Webster, will be despatched as above on or about the 7th December.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 26th November, 1895. [1636]

FOR BATAVIA, SOERABAYA, SAMARANG, VIA SINGAPORE.  
THE Steamship  
"TETARTOS,"  
Captain Dias, will be despatched for the above Ports on SUNDAY, the 8th December, at 4 P.M.  
For Freight or Passage, apply to  
WING CHEONG & Co., Agents.  
Hongkong, 26th November, 1895. [1634]

SAILING VESSELS.  
FOR NEW YORK.  
THE 100 A.I. British 4-masted Bark  
"MATTERHORN,"  
John Williams, Master, is now loading here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co., Agents.  
Hongkong, 8th October, 1895. [1587]

## SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A.I. American Ship  
"JOHN R. KELLEY,"  
Captain Chapman, having arrived, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co., Agents.  
Hongkong, 21st November, 1895. [1603]

FOR NEW YORK.  
THE 3/3 L.I. American Ship  
"EMILY F. WHITNEY,"  
Parsons, Master, shortly expected from SHANGHAI, will load here for the above Port, and will be despatched by end of December.  
THE 100 A.I. Steel 4-masted Bark  
"TORRISDALE,"  
Buchanan, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 21st November, 1895. [1609]

## Consignees.

"PINILLOS" LINE OF STEAMERS.  
FROM GLASGOW, ANTWERP, BARCELONA, CADIZ AND MANILA.  
THE Steamship  
"MANILA,"  
having arrived from the above Ports, Consignees of Cargo by her from Europe are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.  
Cargo remaining undelivered after the 9th instant will be subject to rent.  
No Fire Insurance will be effected.  
Consignees are requested to present all Claims for damages and/or shortages not later than the 15th instant, otherwise they will not be recognized.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Agents.  
Hongkong, 2nd December, 1895. [1670]

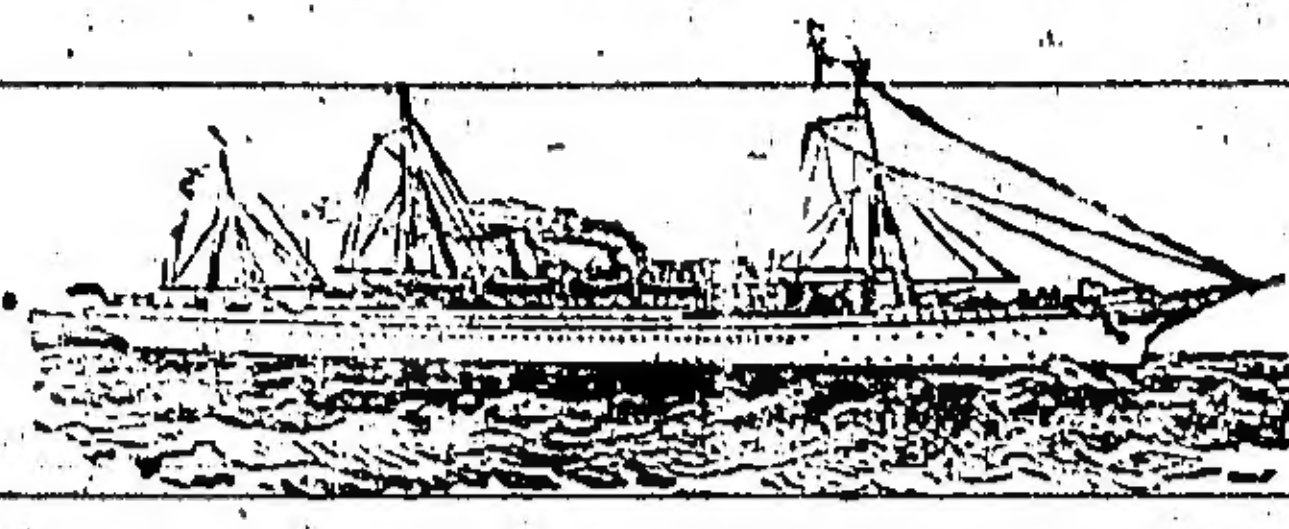
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND SINGAPORE.  
THE Company's Steamship  
"CHELYDRA,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after 4 P.M. of the 3rd December will be landed at Consignees' risk and expense into Godowns at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., General Managers.  
Hongkong, 30th November, 1895. [1632]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
NOTICE TO CONSIGNEES.  
FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.  
THE Company's Steamship  
"CHINGWO,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters below Noon on the 9th December, or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 9th December, at 3 P.M.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th December will be subject to rent.  
Optional Cargo will be forwarded subject to the consignment being given before 5 P.M. TO-DAY.  
Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co., Agents.  
Hongkong, 9th November, 1895. [1649]

## Rails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 25th December.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd January, '96.  
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th February, '96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAN STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 26th November, 1895.  
D. E. BROWN, General Agent, Pender's Street. [3]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA, AND EUROPE.  
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
"AFRIDI" (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, 17th Dec., at Noon.  
"City of Rio de Janeiro" (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 4th January, at Noon, 1896.  
"City of Peking" (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 25th January, at Noon, 1896.

THE U. S. Mail Steamship  
"PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 17th Dec., at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.  
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 14th November, 1895. [2]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.  
Hongkong, 14th November, 1895. [2]

F. BLACKHEAD & CO.,  
SHIP CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL, HONGKONG.  
SOLE MANUFACTURERS  
OF HARTMANN'S RAHTJENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.  
AT REASONABLE PRICES.  
Hongkong, 16th July, 1894.

W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 6th March, 1895.

## Rails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Victoria ..... 3.167 | Tuesday | Dec. 4.  
Hankow ..... 3.594 | Tuesday | Dec. 24.  
Tacoma ..... 3.549 | Tuesday | Jan. 14.  
Victoria ..... 3.167 | Tuesday | Feb. 11.

THE Steamship

"VICTORIA,"  
Captain J. Pantou, R.N.R., sailing at Daylight, on WEDNESDAY, the 4th December, will proceed to VICTORIA, B.C., and TACOMA, (Wash.), via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Cumulative Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODWELL, CARILL & Co., General Agents.  
Hongkong, 3rd December, 1895. [4]

## NORDEUTSCHER LLOYD.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prussia ..... Monday | 10th Dec.  
Sachsen ..... Monday | 6th Jan.  
Gera ..... Monday | 3rd Feb.

ON MONDAY, the 9th day of December, 1895, at 3 P.M., the Company's Steamship, "PREUSSEN," Captain Hagemann, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 7th Dec. Cargo and Special will be received on board until NOON on MONDAY the 9th Dec., and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 8th Dec. Contents of Packages are required. No Parcel Receipts will be signed for less than 200 lbs. in weight.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to  
MELCHERS & Co., Agents.  
Hongkong, 15th November, 1895. [1553]

## Intimations.

## MEE CHEUNG,

PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
10-HOUR ROAD.

IS now in a position, in his new and commodious Premises, to eclipse, as before, ALL PHOTOGRAPHIC ART, PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.  
HONGKONG, 2nd September, 1894. [1287]

## DENTISTRY.

MR. SUI SANG,

(Lately Practising with Dr. L. SAMATA),  
DENTIST,  
No. 55, Queen's Road Central,  
Hongkong, 2nd November, 1895. [1562]

## SIEN TING,

SURGEON DENTIST,  
No. 10, D'ARCY STREET,  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1895. [1518]

## DENTISTRY.

FIRST CLASS WORKMANSHIP  
AND  
MODERATE FEES.MR. WONG TAI-FONG,  
Surgeon Dentist,  
(Formerly, assisted, and later, assistant to Dr. ROGERS),  
HAS REMOVED  
TO  
THE BANK BUILDINGS,  
QUEEN'S ROAD,  
(Opposite Hongkong Hotel).  
CONSULTATION FREE.  
Hongkong, 27th July, 1895. [1514]

Printed and Published by CHESNEY  
DODWELL & Co., 6, Pender's St., in the  
of Victoria, Hongkong.